

GOVERNMENT WORK GROUP
IMPACTS SUMMARY SHEET

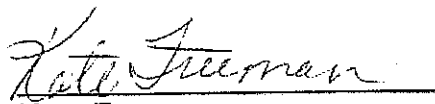
GALENA TO FREEPORT

ALTERNATE ALIGNMENTS	CRITERIA (WEIGHT)					ALTERNATE PREFERENCE SCORE
	COMMUNITY ACCESS (25.4%)	EMERGENCY SERVICES (22.9%)	LOCAL GOVT. ECONOMICS (18.1%)	OWNERSHIP/ MAINTENANCE (17.1%)	LAND USE PLANS (16.9%)	
1. LONGHOLLOW FREEWAY WITH NORTH SIMMONS MOUND ALTERNATE						
RAW SCORE	4.85	45	57308	2.7	66	
RELATIVE IMPACT SCORE	11.5	14.3	8.6	5.0	6.2	
WEIGHTED IMPACT SCORE	2.9	3.3	1.2	0.8	1.0	
2. LONGHOLLOW FREEWAY WITH SOUTH SIMMONS MOUND ALTERNATE						
RAW SCORE	4.57	90	82305	2.7	71	
RELATIVE IMPACT SCORE	11.9	7.2	7.2	5.0	5.7	
WEIGHTED IMPACT SCORE	3.0	1.8	1.3	0.9	0.9	
3. IRISH HOLLOW FREEWAY WITH NORTH SIMMONS MOUND ALTERNATE						
RAW SCORE	3.05	87	86621	2.7	48	
RELATIVE IMPACT SCORE	7.6	7.4	8.0	5.0	8.5	
WEIGHTED IMPACT SCORE	1.8	1.7	1.4	0.9	1.4	
4. IRISH HOLLOW FREEWAY WITH SOUTH SIMMONS MOUND ALTERNATE						
RAW SCORE	3.23	130	68338	2.7	61	
RELATIVE IMPACT SCORE	8.0	5.0	7.7	5.0	8.7	
WEIGHTED IMPACT SCORE	2.0	1.1	1.4	0.9	1.1	
5. IRISH HOLLOW TUNNEL FREEWAY WITH NORTH SIMMONS MOUND ALTERNATE						
RAW SCORE	3.38	30	87464	2.6	55	
RELATIVE IMPACT SCORE	8.3	18.5	7.8	4.8	7.4	
WEIGHTED IMPACT SCORE	2.1	3.8	1.4	0.8	1.2	
6. IRISH HOLLOW TUNNEL FREEWAY WITH SOUTH SIMMONS MOUND ALTERNATE						
RAW SCORE	3.53	75	84608	2.5	64	
RELATIVE IMPACT SCORE	8.7	8.6	7.5	4.8	6.4	
WEIGHTED IMPACT SCORE	2.2	2.0	1.4	0.8	1.1	
7. UPPER IRISH HOLLOW FREEWAY WITH NORTH SIMMONS MOUND ALTERNATE						
RAW SCORE	3.05	103	89621	2.5	74	
RELATIVE IMPACT SCORE	7.6	6.3	8.0	4.6	5.5	
WEIGHTED IMPACT SCORE	1.8	1.4	1.4	0.8	0.9	
8. UPPER IRISH HOLLOW TUNNEL FREEWAY WITH NORTH SIMMONS MOUND ALTERNATE						
RAW SCORE	3.23	51	67464	2.4	73	
RELATIVE IMPACT SCORE	8.0	12.7	7.6	4.4	5.6	
WEIGHTED IMPACT SCORE	2.0	2.9	1.4	0.8	0.9	
9. UPPER IRISH HOLLOW FREEWAY WITH SOUTH SIMMONS MOUND ALTERNATE						
RAW SCORE	3.38	136	68336	2.5	84	
RELATIVE IMPACT SCORE	8.3	4.7	7.7	4.8	4.9	
WEIGHTED IMPACT SCORE	2.1	1.1	1.4	0.8	0.8	
10. UPPER IRISH HOLLOW TUNNEL FREEWAY WITH SOUTH SIMMONS MOUND ALTERNATE						
RAW SCORE	3.53	91	84608	2.4	85	
RELATIVE IMPACT SCORE	8.7	7.1	7.5	4.4	4.8	
WEIGHTED IMPACT SCORE	2.2	1.8	1.4	0.8	0.8	
11. EXPRESSWAY SOUTH FLEROY ALTERNATE						
RAW SCORE	2.23	115	107131	16.5	19	
RELATIVE IMPACT SCORE	5.5	5.8	12.4	30.3	22.7	
WEIGHTED IMPACT SCORE	1.4	1.3	2.2	5.2	3.7	
12. EXPRESSWAY NORTH FLEROY ALTERNATE						
RAW SCORE	2.34	140	104303	12.2	28	
RELATIVE IMPACT SCORE	5.8	4.6	12.0	22.4	15.7	
WEIGHTED IMPACT SCORE	1.5	1.1	2.2	3.8	2.6	
TOTAL RELATIVE IMPACT SCORES	100	100	100	100	100	11.2
TOTAL WEIGHTED IMPACT SCORES	25.4	22.9	18.1	17.1	16.5	
						100

Note: 1) Longhollow alternates involve a \$1,600,000 cost to the local roads infrastructure. No other alternate involves such a cost.
2) Raw scores were updated in August 2001.
3) Total scores may vary due to rounding.

U.S. Route 20 Tourism Work Group

Report to the Advisory Council


Kate Freeman
Chairperson


Tony Kemp
Advisory Council Representative



July 26, 2001

Table of Contents

INTRODUCTION.....	1
WORK GROUP HISTORY.....	2
1993 Work Group Meeting Topics.....	2
1994 Work Group Meeting Topics.....	2
1995 Work Group Meeting Topics.....	3
1996 Work Group Meeting Topics.....	3
1997 – 1998 Work Group Meeting Topics.....	3
1999 – Present Work Group Meeting Topics.....	4
IMPACT CRITERIA.....	4
METHODOLOGY.....	4
RESULTS & CONCLUSIONS.....	5
IMPACT ANALYSIS.....	5
METHODOLOGY.....	5
RESULTS & CONCLUSIONS.....	7

Introduction

At a Public Information Meeting on June 17, 1993, the Illinois Department of Transportation (IDOT) called for citizens throughout Stephenson and Jo Daviess Counties to become involved in the preparation of an Environmental Impact Statement (EIS) for a four-lane U.S. Route 20 highway, *Glacier Shadow Pass*, in northwest Illinois.

A total of 179 local residents attended the meeting. Everyone was asked to identify his or her primary area of interest in the region - agriculture, economic development, environment, government or tourism - and join a U.S. Route 20 Work Group to help IDOT assess the impacts of a new four-lane highway.

Those interested in joining a Work Group, around 111 individuals, met in five separate sessions. Each Work Group was asked by a facilitator to name a temporary contact person or interim coordinator for mailings and meeting notices prior to selection of a permanent chairperson and an Advisory Council representative.

Both would serve on the U.S. Route 20 Advisory Council which would assess impacts on the region as a whole and prepare recommendations regarding individual alignments for IDOT at the conclusion of the four-lane highway study. Each Work Group was asked also to help identify others who might be interested in joining the public involvement effort.

Further, to carry out their missions, the Work Groups were told they would use data from IDOT's engineering and environmental design technical studies and any other information they deemed appropriate to developing and refining criteria against which the proposed four-lane alternates could be evaluated.

In addition, Work Groups were asked to participate in an initial exercise to identify three major concerns or impacts of building a four-lane highway on their interest areas. They would report on these issues when they reconvened in the fall.

Participants were told that at the end of the project study, each Work Group would prepare a report outlining its criteria for assessing impacts and how members weighted and prioritized the criteria and then utilized them to identify alignments having the fewest negative impacts on their interest areas.

The Advisory Council would utilize the Work Groups' conclusions along with any other impacts they deemed important and formulate a regional perspective on the effects of impacts from building each alignment. Advisory Council members would prioritize alignments, focusing on those with the fewest negative impacts.

Finally, the Advisory Council would present its conclusions in a report to IDOT at the culmination of the agency's public involvement effort. The document would be included in the final EIS upon which the Federal Highway Administration (FHWA) would base its decision about the construction of a four-lane highway in northwest Illinois.

Thus the members of each Work Group began to meet periodically to carry out the task of impact assessment.

Work Group History

Activity Highlights 1993-1999

The Tourism Work Group met initially to elect officers and to discuss its mission, objectives, composition, and begin defining issues or criteria of primary interest to maintaining the tourism industry in the region.

1993 Work Group Meeting Topics

Election of officers: Joe Wachtel of Chestnut Ski Mountain Resort, chair; Carol Roberts of Chestnut Mountain Ski Resort, Advisory Council representative; Kate Freeman of Accommodations By Amber Creek, alternate Advisory Council representative; and Erin Murphy of Chestnut Mountain Ski Resort, secretary.

Identification of the Work Group's initial top three issues for analysis in assessing highway impact:

- ❖ highway location
- ❖ signage (directional and tourism-related) and
- ❖ scenic preservation (maintaining existing U.S. Route 20, wildlife preservation and incorporating a recreation trail into a four-lane alignment).

1994 Work Group Meeting Topics

The location of a bike/recreational trail with George Bellovics of Illinois Department of Conservation informing members the agency would support a trail between Freeport and Galena as part of its Grand Illinois Trails plan.

Discussion of potential trail locations by IDOT along existing U.S. Route 20 if designated a scenic highway, along an abandoned railroad bed or along a four-lane highway. Consensus by Work Group members that a trail should not just accommodate bicycles, but also snowmobiles and cross country skiers; identification by Work Group members on a county map the scenic locations along existing Route 20.

Billboard restrictions; a rest area location along a new highway; consensus that if a Work Group member misses two consecutive meetings voting privileges would be lost and that anyone voting in another Work Group cannot be a Tourism Work Group member; use of press releases to announce all meetings. A vote by members that a four-lane highway is needed and that construction should begin as soon as possible. Pete Peterson elected secretary of the Work Group.

Completion of a nominal group exercise by Work Group members in which they identified negative impacts of the proposed alignments on tourism; a request by members for IDOT to determine the truck traffic volumes on Route 20; appointment of Kate Freeman as Advisory Council representative; a tourism / economic development Work Groups subcommittee formed to study possible rest area locations, including Connie Sorn, Kathleen Webster and Helen Schamberger.

Kate Freeman and Gerald Bausman elected co-chairs due to the resignation of Wachtel; Tony Kemp elected Advisory Council representative with Betty Valy as alternate. One co-chair would consistently attend Advisory Council meetings to provide continuity; interface with other Work Groups; request that IDOT start an interagency cooperative effort to identify a rest area for a new four-lane highway; cooperation with Rockford in identifying a rest area; a possible rest area at the Belvidere Tollway Oasis; a report on recreational scenic point locations.

Encouraging larger tourism organizations to join the Work Group; a mailing to all tourism-related businesses in the region; including 90 along existing U.S. Route 20, inviting them to join the Work Group; development of a questionnaire for tourists at the Galena Visitor Center and the Apple River Bridge on opinions about a four-lane highway and how much traffic is through traffic; study of the Economic Development Work Group's bypass study and interchange locations; development of a tourism direct mail survey of businesses along Route 20 and the impacts of a new highway with follow-up calls; survey methodology.

Interchange locations; a fog study and an Illinois Environmental Protection Agency analysis of pollution from diesel engines; Jo Daviess County Farm Bureau endorsement of a new freeway, other community endorsements and Galena Territory's neutral statement; review of Work Group mission statement, constitution, by-laws and membership requirements; review of IDOT's biological assessment of alignments; Environment Work Group request of IDOT to study an alignment north of Elizabeth and northwest of Galena Territory; sustainable tourism; University of Illinois Tourism 2000 survey.

1995 Work Group Meeting Topics

Work Group mission; membership; voting requirements including attendance at two consecutive meetings, voting in only one Work Group and admittance of only seven new members at a meeting; surveys of businesses and tourists; Stephenson County tourism input; Galena Territory's property owner survey results; coordination with Jo Daviess County Convention & Visitors Bureau on a survey regarding tourism attractions.

Review of primary areas of concern and revisions to center around natural resources, economic development and quality of life; identification of scenic areas; completion of business and tourist surveys, mailing and results; percentage of truck traffic along U.S. Route 20; recreational trail funding; four-lane highway underpasses and overpasses.

Freeway Watch Committee proposal for an IDOT study of existing Route 20 as an expressway; discussion of an alignment from Stockton to Apple Canyon State Park and Stage Coach Road; safety issues; Chamber of Commerce survey; Joint Work Group meeting recommendations.

1996 Work Group Meeting Topics

IDOT study of an expressway; Snipe Hollow alignment; election of Marianne Fitzgerald as secretary with resignation of Pete Peterson; highway exists advantageous to tourism businesses; vote to support an expressway with picnic or wayside stops; Elizabeth Apple River Fort as an attraction to tourists; FWC detailed design recommendations for an expressway; zoning and controlled development near interchanges; design standards; IDOT / Advisory Council relationship.

Methodology for identifying and prioritizing criteria; quantifiable and non-quantifiable criteria; expressway avoiding Tapley Woods; Irish Hollow alignment between Devil's Ladder and Horseshoe Mound and the Horseshoe Mound bypass around Galena.

1997 – 1998 Work Group Meeting Topics

Listing core impact assessment criteria; mailing core criteria to Work Group members to expand the list; organizing top four or five criteria in priority order; criteria review and assessment of IDOT's impact data matrix; proposal for additional tourism criteria for IDOT's matrix format; review of IDOT's scenic preservation study; review of expressway alignment south of Tapley Woods.

1999 – Present Work Group Meeting Topics

Requested IDOT to move expressway alignment back to Tapley Woods; review of IDOT's technical study matrix with data from Stockton to Freeport; review with IDOT of data needs for tourism criteria; review of expressway alignment on freeway alignment from Stockton to Lena; review of IDOT noise impact study; on-going discussion at U.S. Route 20 Advisory Council regarding Work Group Tourism Report on alignments; participation in Advisory Council analysis of regional impacts of alignments.

Working sessions to assess the impacts of the 12 four-lane highway alignment variations on each of six tourism criteria above; use of manual and computer-generated comparisons of IDOT technical study data to measure impacts and construct overall impacts summary table for business access (distance from a business to an interchange), scenic resources (alignment length, ROW acres, length of scenic region), recreational tourism (pollution, ROW acres, access points, land-use acreage), transportation needs (access points, distance from a business to an interchange), historical resources (ROW, viewshed impacts, length of alignment, number of historic structures), wildlife preservation (ROW, length of alignment, habitat acres).

Impact Criteria

As stated above, to begin assessing the impacts of each four-lane highway alignment, Tourism Work Group members had to determine what criteria were most important to maintaining the tourism industry in the region.

Methodology

Tourism Work Group members held public meetings to discuss the impacts that highway construction might have on the industry in general. To maintain participant objectivity, these discussions were held prior to the consideration of specific alternate alignments.

Tourism Work Group members then refined their initial concerns and identified others, including:

- ❖ preservation of scenic views, tranquility, unique terrain
- ❖ easy access to and preservation of current local businesses, especially on existing U.S. Route 20
- ❖ preservation of recreational tourism in the entire area
- ❖ service transportation needs of tourists and local residents
- ❖ preservation of wildlife for recreational tourism
- ❖ preservation of historical character and unique local charm.

Work Group officers then polled their members by mail asking them each to list additional criteria that would be important in maintaining the integrity of the tourism industry. A second mailing was made to ask individuals to select three top criteria, thus providing the basis for weighting the criteria.

Results & Conclusions

The Tourism Work Group determined that the following criteria in the following relative (weighted) order of importance would be utilized to assess the impacts of each four-lane highway alternate and to identify those with the least impacts on the tourism industry.

Provide easy access to and preservation of present local businesses, especially those on Highway 20	22.0%
Preserve tranquillity, scenic views and unique terrain	20.3%
Encourage recreational tourism in entire area: biking, hiking, skiing, golfing, antique and specialty shopping	18.6%
Service transportation needs of tourists and local population	15.3%
Preserve historical character and unique local charm	11.9%
Preserve wildlife for recreational tourism: bird watching, hunting and fishing	11.9%

Impact Analysis

Methodology

Tourism Work Group members determined which criteria could be measured quantitatively and which would need to be assessed with a relative value scale or a non-quantitative analytical measure. IDOT technical studies provided quantitative values for many of the criteria.

Once the criteria were quantified or ranked according to a values scale, each was given a relative impact score for each alternate. Then the previously determined weighting factor was applied to each relative impact score, giving a weighted impact score for each criterion. Finally, a preference score was calculated for each of the twelve alternates. The alternate with the lowest preference score had the least impacts on tourism services.

IDOT produced an overall matrix of technical data for each of 12 alternate alignment criteria. The Tourism Work Group reviewed this matrix and determined that data from the IDOT matrix could be used to quantify the six tourism criteria.

Values judgements came into play as the Work Group members selected multiple measures or data points on the IDOT matrix, technical studies and a visual resources report to represent each criteria. They also determined what percentage of the total raw score for each alignment would be assigned to each of several measures.

In building the Tourism Work Group impacts summary matrix, Work Group members on a special subcommittee who met over about 18 months quantified the criteria with the following individual measures from IDOT's matrix:

Criteria 1: Business Access 22.0%

Measures: Number of access points to highway – (50%)
Distance to each business (50%)

Rationale: The alternates with the least impact on tourism would be those with the least distance from the highway tourism-related businesses.

Criteria 2: Scenic Resources 20.3%

- Measures: Length of alternates multiplied by the value of each scenic area depicted in viewshed studies (50%)
Right-of-way acres (25%)
Length of alternates (25%)
- Rationale: The alternates with the least impact on tourism would be those that took the least amount of land.

Criteria 3: Recreational Tourism 18.6%

- Measures: Pollution measured as length of alternate (25%)
Right-of-way acres (25%)
Number of access points – (25%)
Habitat acres – wetland, terrestrial, aquatic, woodland, prairie (25%)
- Rationale: The alternates with the least impact on tourism would be those with the greatest number of access points from the highway and those which take the least amount of land.

Criteria 4: Transportation Needs 15.3%

- Measures: Number of access points – (50%)
Distance to each business (50%)
- Rationale: The alternates with the least impact on tourism would be those with the least distance from the highway to tourism-related businesses.

Criteria 5: Historical Resources 11.9%

- Measures: Right-of-way acres (25%)
Length of alternates (25%)
Amount of land affected by the view from the highway taken from acreage of each viewshed – (25%)
Number of historical structures lost (25%)
- Rationale: The alternates with the least impact on tourism would be those with the least acreage taken as well as with the least negative effect on views of scenery from the highway or those located along a ridge top.

Criteria 6: Wildlife 11.9%

- Measures: Length of alternates (25%)
Right-of-way acres (25%)
Habitat acres – wetland, terrestrial, aquatic, woodland prairie (50%)
- Rationale: The alternates with the least impact on tourism would be those with the least amount of land taken.

See Work Group Matrix attached.

Results & Conclusions

Based on the methodology above, the Tourism Work Group has concluded that the following alternates are the lowest alternate preference scores and thus the least impact on tourism:

Expressway South Eleroy Alternate (11)	Score 7.2
Expressway North Eleroy Alternate (12)	Score 7.3
Upper Irish Hollow Tunnel Freeway With North Simmons Mound Alternate (8)	Score 8.4

The alternates with the highest impacts are:

Longhollow Freeway With South Simmons Mound Alternate (2)	Score 8.9
Longhollow Freeway With North Simmons Mound Alternate (1)	Score 8.7
Irish Hollow Freeway With South Simmons Mound Alternate (4)	Score 8.6

The Tourism Work Group concludes that the Expressway South Eleroy Alternate has the least impact on tourism in Stephenson and Jo Daviess Counties.

TOURISM WORK GROUP
IMPACTS SUMMARY SHEET
GALENA TO FREEPORT

ALTERNATE ALIGNMENTS	CRITERIA WEIGHTS						ALTERNATE PREFERENCE SCORE
	BUSINESS ACCESS (17.0%)	SCENIC RESOURCES (10.0%)	RECREATIONAL TOURISM (10.0%)	TRANSPORTATION NEEDS (15.0%)	HISTORICAL RESOURCES (11.0%)	WILDLIFE (11.0%)	
1. LONGHILL LOW FREEWAY WITH NORTH SIMMONS MOUND ALTERNATE							
RAW SCORE	1882.92	245 2770 48	48 2770 3051.15	1882.82	2770 48 812 15	48 2770 3051.15	
RELATIVE IMPACT SCORE	9.4	8.1	8.4	9.4	8.0	8.1	
WEIGHTED IMPACT SCORE	2.1	1.8	1.5	1.4	1.0	1.0	8.7
2. LONGHILL LOW FREEWAY WITH SOUTH SIMMONS MOUND ALTERNATE							
RAW SCORE	1877.66	245 2785 50	50 2785 3066	1877.88	2785 50 606 13	50 2785 3066	
RELATIVE IMPACT SCORE	9.5	8.2	8.8	9.5	8.1	8.2	
WEIGHTED IMPACT SCORE	2.1	1.7	1.6	1.5	1.0	1.0	8.9
3. IRISH HOLLOW FREEWAY WITH NORTH SIMMONS MOUND ALTERNATE							
RAW SCORE	1782.06	2525 2859 53	50 2859 3226.15 10	1782.08	2859 50 878.9 16	50 2859 3226.15	
RELATIVE IMPACT SCORE	8.8	8.5	8.5	8.8	8.5	8.8	
WEIGHTED IMPACT SCORE	1.8	1.7	1.6	1.3	1.0	1.0	8.5
4. IRISH HOLLOW FREEWAY WITH SOUTH SIMMONS MOUND ALTERNATE							
RAW SCORE	1557.02	2574 2974 52	52 2974 3243 9	1557.02	2974 52 972.4 16	52 2974 3243	
RELATIVE IMPACT SCORE	8.8	8.6	8.9	8.8	8.6	8.7	
WEIGHTED IMPACT SCORE	1.9	1.7	1.7	1.3	1.0	1.0	8.8
5. IRISH HOLLOW TUNNEL FREEWAY WITH NORTH SIMMONS MOUND ALTERNATE							
RAW SCORE	1762.64	2475 2914 46	49 2914 3163.84 10	1762.64	2914 49 875.9 16	49 2914 3163.84	
RELATIVE IMPACT SCORE	8.6	8.3	8.4	8.6	8.4	8.4	
WEIGHTED IMPACT SCORE	1.9	1.7	1.6	1.3	1.0	1.0	8.5
6. IRISH HOLLOW TUNNEL FREEWAY WITH SOUTH SIMMONS MOUND ALTERNATE							
RAW SCORE	1556.11	2475 2930 51	51 2930 3178.89 9	1556.11	2930 51 871.9 16	51 2930 3178.89	
RELATIVE IMPACT SCORE	8.6	8.4	8.8	8.6	8.5	8.5	
WEIGHTED IMPACT SCORE	1.9	1.7	1.6	1.3	1.0	1.0	8.5
7. UPPER IRISH HOLLOW FREEWAY WITH NORTH SIMMONS MOUND ALTERNATE							
RAW SCORE	1760.02	2525 2862 48	49 2862 3172.54 10	1760.02	2862 49 884.3 15	49 2862 3172.54	
RELATIVE IMPACT SCORE	8.8	8.4	8.4	8.8	8.2	8.4	
WEIGHTED IMPACT SCORE	1.9	1.7	1.6	1.3	1.0	1.0	8.5
8. UPPER IRISH HOLLOW TUNNEL FREEWAY WITH NORTH SIMMONS MOUND ALTERNATE							
RAW SCORE	1750.58	2525 2817 46	49 2817 3108.23 10	1750.58	2817 49 880 15	49 2817 3108.23	
RELATIVE IMPACT SCORE	8.6	8.3	8.3	8.6	8.2	8.2	
WEIGHTED IMPACT SCORE	1.9	1.7	1.5	1.3	1.0	1.0	8.4
9. UPPER IRISH HOLLOW FREEWAY WITH SOUTH SIMMONS MOUND ALTERNATE							
RAW SCORE	1554.96	2525 2877 51	51 2877 3187.39 9	1554.96	2877 51 879.8 15	51 2877 3187.39	
RELATIVE IMPACT SCORE	8.6	8.5	8.7	8.6	8.3	8.5	
WEIGHTED IMPACT SCORE	1.9	1.7	1.6	1.3	1.0	1.0	8.5
10. UPPER IRISH HOLLOW TUNNEL FREEWAY WITH SOUTH SIMMONS MOUND ALTERNATE							
RAW SCORE	1552.52	2525 2832 50	49 2832 3123.08 8	1552.52	2832 50 875.5 15	50 2832 3123.08	
RELATIVE IMPACT SCORE	8.6	8.4	8.6	8.6	8.3	8.3	
WEIGHTED IMPACT SCORE	1.9	1.7	1.6	1.3	1.0	1.0	8.5
11. EXPRESSWAY SOUTH FREEWAY ALTERNATE							
RAW SCORE	1710.22	2535 2749 46	48 2749 3057.05 23	23 1710.22	2749 48 866.8 20	48 2749 3057.05	
RELATIVE IMPACT SCORE	6.1	8.2	7.0	6.1	8.6	8.1	
WEIGHTED IMPACT SCORE	1.3	1.7	1.3	0.9	1.0	1.0	7.2
12. EXPRESSWAY NORTH FREEWAY ALTERNATE							
RAW SCORE	1722.37	2535 2710 47	47 2710 3076.45 20	20 1722.37	2710 47 880.3 15	47 2710 3076.45	
RELATIVE IMPACT SCORE	6.4	8.2	7.0	6.4	7.9	8.0	
WEIGHTED IMPACT SCORE	1.4	1.7	1.3	1.0	0.9	1.0	7.3
TOTAL RELATIVE IMPACT SCORES	100	100	100	100	100	100	
TOTAL WEIGHTED IMPACT SCORES	22.0	20.5	18.6	15.3	11.9	11.8	100

Note: 1) Raw scores were updated in August 2001.
2) Total scores may vary due to rounding.